

The Hongkong Telegraph.

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NEW SERIES No. 6080

號七初月三年元統宣

MONDAY, APRIL 26, 1909.

一拜禮

號六廿月四英港香

\$36 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS
Sterling \$15,000,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$50,500,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Gresson—Chairman.
H. E. Tomkins, Esq.—Deputy Chairman.
J. W. Biddow, Esq. | E. Shalloo, Esq.
A. G. Barrett, Esq. | R. Shewan, Esq.
G. S. Gubbay, Esq. | H. A. Siebs, Esq.
W. Helms, Esq. | Hon. Mr. M. A. W.
G. R. Lenzmann, Esq. | Slade.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3 per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 10th April, 1909. [20]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,575,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per Cent. per Annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per Cent.

WM. DICKSON,
Manager.
Hongkong, 5th April, 1909. [22]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,225,212
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,225,212

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADEBELL HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per Cent. per Annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per Cent. per Annum.
6 " 4 " " "
3 " 3 " " "

No. 9, Queen's Road Central, Hongkong.
W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

NEDERLANDSCHE HANDELS-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL Fl. 45,000,000 (£3,750,000).
RESERVE FUND Fl. 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Cherdhon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotaridja (Acheen), Bandjermasin.
Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hankow, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.
On Current Accounts 2½ per Annum on daily balances.
Fixed Deposits 12 months 4½ per Annum.
6 " 4 " " "
3 " 3 " " "

J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [16]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OSAKA, NAGASAKI, LONDON, LYONS, NEW YORK, SAN FRANCISCO, HONOLULU, BOMBAY, SHANGHAI, HANKOW, CHEFOO, TIENSIN, PEKIN, NEWCHANG, DANY, PORT ARTHUR, ANTONG, LIOYANG, MUKDEN, TIE-LING, SHANGHAI, SHANGHAI.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per Cent. per Annum on the Daily Balance.

On fixed deposit:—
For 12 months 5½ per Cent.
" 6 " 4 " "
" 3 " 3 " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 22nd March, 1909. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2½ per Cent. per Annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per Cent. per Annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1909. [21]

DEUTSCHE ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael: 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow, Kobe, Peking, Singapore, Tientsin, Tsingtau, Yokohama

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)
Direction der Disconto-Gesellschaft
Deutsche Bank
S. Bleichroeder
Berliner Handels-Gesellschaft
Bank fuer Handel und Industrie
Robert Warshawsky & Co.
Mendelssohn & Co.

M. A. von Rothschild & Soehne, Frankfurt
Jacob S. H. Stern, a.M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypothek und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

A. KOHN,
Manager.
Hongkong, 4th December, 1907. [23]

Entimations.

THE SAVOY.

HIGH CLASS AMERICAN STORE.

Regal Shoes \$10.00 per pair
Monarch Shirts \$1.25 each
Cinet Evening

Shirts From \$3.75 up
Pyjama Suits " " "
Steamer Rugs \$13.95 "

THE SAVOY.
Hongkong, 16th February, 1909. [28]

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar at pupil's residence.
Repeating engagements for Dances and Concerts.

Apply to—
E. J. LOPES,
Of the Hongkong Telegraph Office.
Hongkong, 9th March, 1908. [46]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON

REMARKS

SHANGHAI DELTA 3 P.M., 29th April. } Freight and Passage.
Capt. B. W. H. Snow

LONDON, &c., via usual Ports { ASSAYE Noon, 1st May. } See Special Advertisement.
Capt. Owen Jones, R.N.R.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES NUBIA About 7th May. } Freight and Passage.
Capt. F. J. Fox

SHANGHAI, NAGASAKI, POONA, MOJI, KOBE & YOKOHAMA Capt. A. F. Vine, R.N.R. ... } About 7th May. } Freight only.

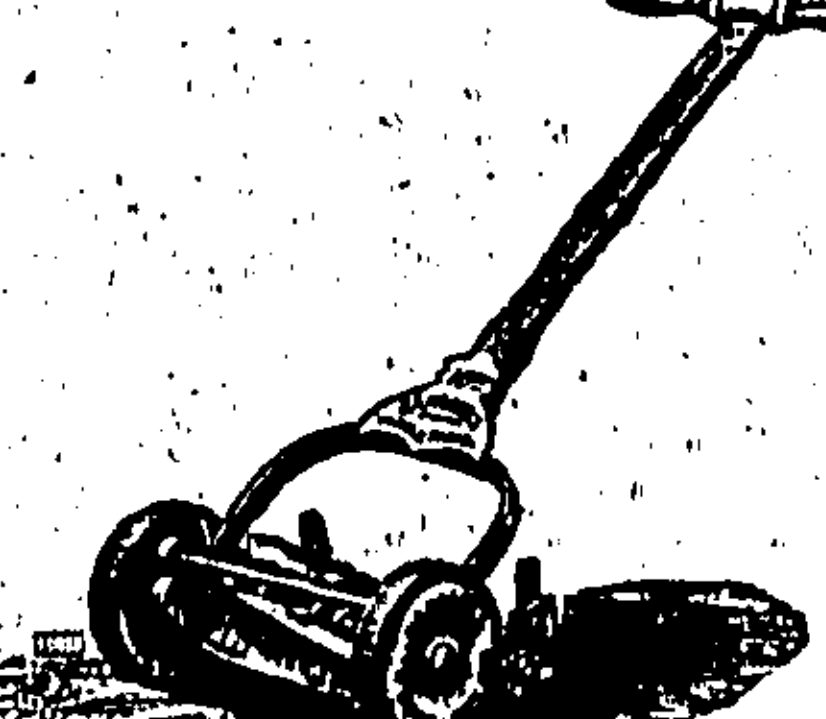
For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 26th April, 1909. [4]

Intimations.

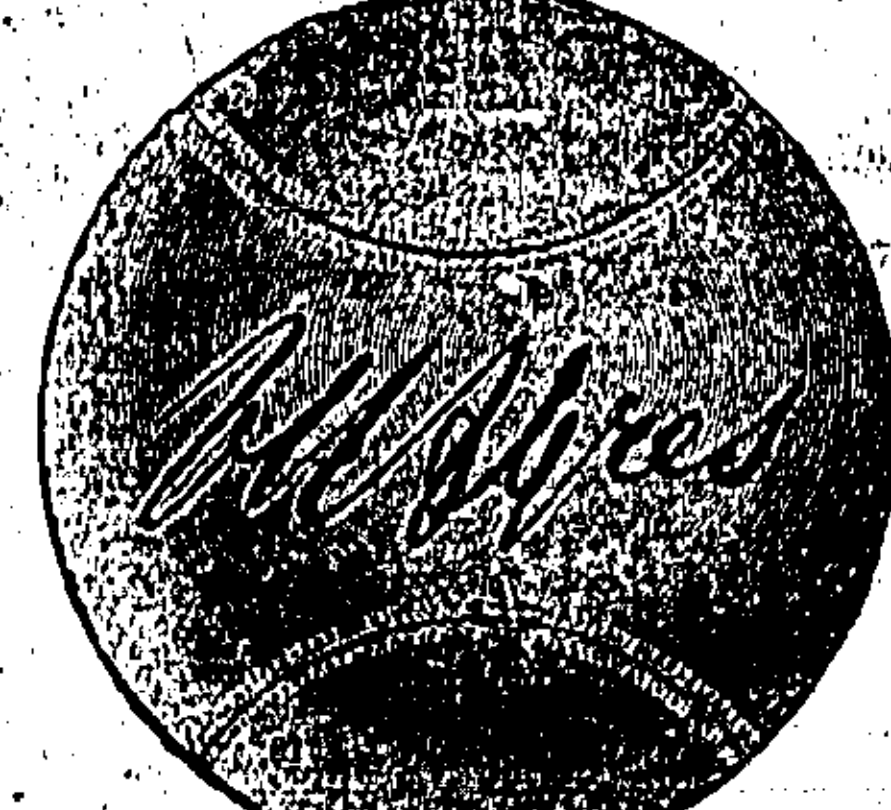
LANE, CRAWFORD & CO.

RANSOMES' LAWN MOWERS
From \$20.00 each.



"DOHERTY" TENNIS RACKETS.

SLAZENGERS' AND AYRES' 1909 LAWN TENNIS BALLS
\$10.00 doz.



LANE, CRAWFORD & CO. [80]

AQUARIUS.

A PURE, DISTILLED TABLE WATER.
In QUARTS, PINTS and SPLITS.
Mixes freely with Wines and Spirits, without in any way destroying the flavour.



CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.

Hongkong, 15th April, 1909. [31]

Hotels.

HOTEL PLEASANTON.

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites for Single

Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th July, 1908. [65]

HOTEL CRAIGIEBURN.

PIPERY'S GAP, the PARK, near the TRAM TERMINUS Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 2nd July, 1908. [27]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.
S.S. "HONAM" 2,265 Tons, "FATSHAN" 2,265 Tons, "KINSHAN" 2,265 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,265 Tons and "SUI-AN" 1,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.
S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons (at Dock).

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Company's direct steamers "Linton" and "Santai." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.
BAZAAR AND FLOWER SHOW (At Avenida "Visco de Gama")

On SUNDAY, the 2nd May, S.S. "HEUNGSHAN" will depart from the COMPANY'S CANTON STEAMERS WHARF at 9 A.M. Departure from Macao 8.30 P.M.

Excursion Rates as usual.
Machado's String Band will play selections of Music during the trip.
For the convenience of Kowloon Residents the Star Ferry Co. will run a special ferry launch leaving from the Company's Canton Steamers Wharf after the arrival of S.S. "Heungshan." Fare 15 Cents.

N.B.—The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [1]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.
String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [96]

GRAND CARLTON HOTEL.

8 & 10, ICE HOUSE ROAD.

Telegraphic Address "GRAND."—Telephone No. 812.

Forty Large & Airy Rooms. Situation Unrivalled, Cuisine Unexcelled.

MATRON IN ATTENDANCE.

TERMS VERY MODERATE.

For further particulars, apply MANAGER.

Hongkong, 6th April, 1909. [35]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine, under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Bath, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, N. BEUMENTHAL, Proprietors, Manager.

Telephone, 170. Telegrams "Astor." [64]

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"BULOW" Capt. H. Formes	WEDNESDAY, 5th May, at Noon.
SHANGHAI, NAGASAKI, KOBE	"PRINZ EITEL FRIEDRICH" Capt. E. Malchow	About THURSDAY, 6th May.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. E. Gathmann	FRIDAY, 21st May, 10 A.M.
KODAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Beginning of May.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd April, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA	OCEANIK	Sellier	26th April, P.M.
MARSEILLES, VIA PORTS	ERNEST SIMONS	Girard	27th April, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA	POLYNESIE	Broc	10th May, P.M.
MARSEILLES, VIA PORTS	TOKIN	Charbonnel	11th May, at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 19th April, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KODANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).
Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carry on the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamshu.

For further particulars, please apply to the COMPANY'S OFFICE at Shamshu, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

HONGKONG-MANILA-
ILOILO-CEBU.

Regular Steamship Service between Hongkong and above ports.

Steamship	Tonnage	Captain	For	Sailing Dates
S.S. "RIGEL"	1,750	Sievert	MANILA	About 30th April, 1909
S.S. "MANDAL"	1,917	Ericksen	Do.	

For Freight or Passage, apply to

BARRETTO & CO.,

Agents.

Hongkong, 19th April, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin-Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 25 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. J. and Watkins.

Yokohama, May 13rd, 1905.

INTERNATIONAL SLEEPING CAR

and
EXPRESS TRAINS Co.(THE
GREAT TRANS-SIBERIAN ROUTE
TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & CO.
Agents

Hongkong, 21st July, 1907.

DON'T BUY

ELSEWHERE BEFORE YOU CALL AT
FRENCH STORE

(Opposite ASTOR HOUSE).

NOW SHOWING

A Large and Fancy Assortment of

The Best FRENCH TOYS, DOLLS,

TOM SMITH'S CRACKERS,

CADBURY'S CHOCOLATE,

PERNOT BISCUITS.

&c., &c., &c.

Hongkong, 21st November, 1908.

D. NOMA,

PROFESSIONAL TATTOOER

AND
THE EXPERT REMOVER OF TATTOO MARKS.
No. 6c, QUEEN'S ROAD, CENTRAL.

PATRONISED by Prince of Wales, then H. R. H. The Duke of York, and H. R. H. The Grand Duke of Russia, and having 450 testimonials from all sources. My 14 years' experience in tattooing is a guarantee of good work and prompt execution. My colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. In tattooing unlike some species of engravings, care must be taken to have the work done in a perfect, high toned manner. In order to take special precaution against possible dangers, I use fresh materials daily.

The copying of Portraits with distinct minuteness a speciality.
Hongkong, 1st September, 1908.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 11, D'ARQUER STREET.

REASONABLE FEE

Consultation Free

Hongkong, 6th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1909.

IMPERIAL METHODS.

ROOM FOR IMPROVEMENT IN COMMERCE
AND ADMINISTRATIVE POLICY.

A paper was read at a meeting of the Royal Colonial Institute, held at the Whitehall Rooms, Hotel Metropole, March 16th (Sir Neville Lubbock, K.C.M.G., in the chair) on "Some Experiences of Colonial Life," by Mrs. Douglas Cater.

It is no good pretending that life in our Colonies is all *contour de rose*, said Mrs. Cater, even where the climate is favourable, as in Canada; for instance, which is a splendid country, but no fairyland, as those who try to boom it would make you think if you did not know otherwise. To touch only on the agricultural question, Canada is a splendid opening for the hard working, persevering, resourceful labourer, whose ambition in life is to possess a small farm of his own, as if only he has the patience to work for others till he has saved enough, his ambition can nearly always be realised. Those socially superior, with large ambitions, can also, if they are specially capable and intelligent, do very well.

The other side of the picture—the gilded roseate side—we all know: but is Canada so poor a country that it is reduced to trying to attract men and capital by plausibility? Or is its future so uncertain as to depend on having half the truth concealed? Surely not! Canada is a grand country, and the whole truth would not choke off the right men.

We have, anyway, stopped thinking of Canada as a place only suited for our weak-minded, which is a great advance on a few years ago, when colonising ran in double harness with ordination, both being constantly suggested in the same breath as specially suitable for the fools of a family, or for those who were no good at anything else—just the two professions which, perhaps, need more character, grit and intellect than any other.

How good it would be if only England would march with the times, and if only she would not cling to ideas long out of date. In the East-England's failure to march with the times is very evident. You cannot live in our vast commercial centres, Hongkong and Singapore, without being struck by this fact. Our trade out there, instead of doubling and trebling itself as it would if we were not too proud to learn, is stationary, while that of our foreign competitors is gaining ground every day, and we will not readjust our ideas to fall in with the new state of things.

"If only England knew," used to turn in my mind when China, having asked for cups without handles, or yellow and purple cotton goods, we refused to supply her demand, as cups with handles and pink and blue prints, we tried to convince her, were the proper thing. China naturally turned elsewhere.

I hope our manufacturers are beginning to realise the vital importance of their choice of men to represent them in the Colonies. There is, perhaps, no school in which there is more to learn, particularly in our Imperial trading centres, provided you come with an open mind and a knowledge of foreign language without which no one ought to travel, as that alone makes friendship and mutual understanding with other nations possible, and enables us to look at all that affects our Empire from a much broader basis than we otherwise could. England is now paying much more attention to this question; but until our whole system of teaching foreign languages is altered we shall be handicapped both commercially and politically.

Nothing perhaps is more touching in our tropical Colonies than the way the natives trust in us and in our judgment. Great is our responsibility when we abuse their faith, which is just what, unfortunately, we do at times in three ways. First, when we lower their high standards their natural love of morality. Second, the liquor traffic in our West African Colonies is without doubt the most awful abuse of our responsibility. Right up in the Hinterland of Sierra Leone, days away from any railway or base, we have found gin being hawked at 4d a bottle—gin which had come from Europe, paid duty on entrance, and been carried for some days after that, so its quality can be imagined.

Thirdly, our young officials often come out full of the latest and best plans, of all they are going to do and never for a moment doubting their fitness to teach and control savages. Therein lies their weakness for, until they realise that they have infinitely more to learn than to teach, so long will they make most regrettable mistakes and do untold mischief by riding rough shod over the most sacred feeling and prejudices of the tribes over which they have been set.

The Latest Style Goods for Present Season Gentlemen's and Children's.

HATS, BONNETS (Hat Flowers), RIBBONS, LACE, BRIDAL VEILS, FANCY DRESS GOODS, MUSLINS, LAWNS, NAINSOOKS, SHIRTINGS, ALPACCAS, HOSIERY, ENGLISH AND AMERICAN FOOTWEARS, &c., &c.

Prices and Samples on application.
Best attention to all Coast Port Orders.
Hongkong, 16th April, 1909.

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
同 隆 廣 李CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STOREat
No. 39, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. Li KWONG LOONG furnished the Annexes to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

15th May, 1899.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED

Hongkong, 26th April, 1909.

WEATHER-FORCAST AND
STORM-WARNINGS ISSUED
FROM THE HONGKONG
OBSERVATORY.

METEOROLOGICAL SIGNALS

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—

- Signal
1. A CONE point upwards indicates a Typhoon to the North of the Colony.
 2. A CONE point upwards and BALL below indicates a Typhoon to the North-East of the Colony.
 3. A DRUM indicates a Typhoon to the East of the Colony.
 4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
 5. A CONE point downwards indicates a Typhoon to the South of the Colony.
 6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
 7. A BALL indicates a Typhoon to the West of the Colony.
 8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gip Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sau Tan Kot.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the Light-houses.

BENGER'S
Food

is quite distinct from any other. It possesses the remarkable property of rendering milk, with which it is mixed when used, quite easy of digestion by children, invalids and convalescents.

Benger's Food is sold in Tins by Chemists, etc., everywhere.

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Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

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By APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's HYGIENOL

AND

BUBONIC PLAGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
Gallon \$2.00

A. S. WATSON & CO., LIMITED.

HONGKONG DISPENSARY AND KOWLOON DISPENSARY.
Hongkong, 17th March, 1909. [28]

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Hotel, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.
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Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

BIRTHS.

On April 11, 1909, at Ningpo, China, the wife of A. FOUNGER, of I. M. Customs service, of a daughter.
On April 18, 1909, at Shanghai, to Mr. and Mrs. MUDDITT, a son.
On April 19, 1909, at Shanghai, the wife of FRANK DRAPER MULVEY, of a daughter.
DEATH.
On April 19, 1909, at Shanghai, JOSIAH ALEXANDER JACKSON (late of Family Hotel), aged 67 years.

The Hongkong Telegraph

HONGKONG, MONDAY, APRIL 26, 1909.

LOCAL AND GENERAL.

THE latest weekly to make its appearance in Hongkong is *The Echo*, a copy of the initial number has reached us.

THE Anti-Opium Commissioners contemplate the employment of female detectives in connection with the work of enforcing the opium prohibition.

CAPTAIN D. E. M. Crichton, Queen's Own Cameron Highlanders, has been formally seconded to that regiment as adjutant of a Territorial battalion.

On May 4 the Waiwatu will give a banquet to the Ambassadors and Envoys attending Emperor Teli Tsung's funeral and will express thanks to their missions.

THE Rt. Hon. Sir Cecil Clement Smith, P. C., has arrived in England from attending the International Opium Conference in Shanghai. Sir Cecil returned by the Siberian route.

THE Comptroller of the Customs has notified the Inspector General of Customs to order the Custom House to half-mast all flags on May 1, it being the funeral day of Emperor Teli Tsung.

IT is reported that Mr. C. W. Kinder, the general manager of the Imperial Chinese Railways, will be employed in London as Adviser on Loans at a salary of £1,000 per annum.—*The Times*.

THE Chinese Engineering and Mining Company's total output of the Company's three mines for the week ending April 10, amounted 28,746.31 tons and the sales during the period to 25,663.49 tons.

LIEUT. C. F. Smith, 3rd Battalion Middlesex Regiment, has been selected for service with the West Africa Frontier Force and will join the Southern Nigeria Regiment. Lieut. Smith has served in the "Diehards" for a little over four years.

THE Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the hospitals:—
O. Kitchell \$ 25
Mrs. Ma Piu 20.

THERE is a growing demand for canned milk in Southern China, says a Dutch official report, and the German and Swiss products are becoming keen rivals for the trade which has once almost entirely American. The Chinese have never used much milk, but are now beginning to realise its value.

THE Hippodrome Circus and Menagerie, after a most successful season at Saigon, arrived in Hongkong to-day. The company arrived by the French mail steamer *Oceanien* this morning. The opening night will be on Wednesday and we can only refer our readers to the advertisement of this admirable show.

RETURN of visitors to the City Hall Library and Museum for the week ending the 25th April, 1909:—

	Library.	Museum.
Non-Chinese.....	414	217
Chinese	126	2428
Total	540	2645

A TOKIO despatch, of 19th inst., to the *N. C. D. News*, says:—While practising with their wireless telegraphic apparatus before arrival at Kobe the British men-of-war signalled among themselves that there had been a boiler explosion, and asked for assistance. Portions of this were picked up at Choshi station, and caused a temporary scare in Tokio.

It is reported that the Ministry of Interior has suggested to the Waiwatu that, as the foreign Powers are reducing their troops in Peking and the North, China should avail herself of the opportunity to persuade the Diplomatic Corps to withdraw their Legation guards entirely, upon which the Ministry undertakes to detail efficient police to maintain peace and good order, and China would undertake to afford due protection to the Legation.

MAJOR A. H. Wilson, East Surrey Regiment, recently promoted to field rank in the 2nd Battalion, Mhow, has retired from the army, and the vacancy in the East Surreys has been filled by the promotion of Captain A. S. H. Hart-Synnot, D.S.O., to a majority. Major Hart-Synnot, who is the son of General Hart-Synnot, who commanded the Irish Brigade at Pieter's Hill, is staff officer on the staff of Major-General R. G. Broadwood, O.B., commanding the troops in South China, and he has had a goodly experience of Staff work and active service. He had a turn in the Chitral Expedition, 1895, with the Relief Force, was orderly officer to one of the brigadiers in the Tirah Expedition 1897-98, was a mounted infantry officer and the staff officer in South Africa, where he earned the D.S.O., and he was an attaché of the Japanese during the campaign in Manchuria.

TAKOON DOCKYARD.

GAS PLANT.

A 6,000 horse power Mond gas plant for Hongkong was supplied by the Power-Gas Corporation, Limited, Stockton-on-Tees, to Messrs. Butterfield and Swire for their Takoon dockyard. The plant includes two 1,500-horse power gas engines, supplied by Messrs. Richardson, Westgarth, and Co., Middleburgh, driving dynamos direct. There are besides four furnaces, plate-reheating furnaces, low-reheating furnaces, 67½, long and 3½ wide, gas-fired brass furnaces, plate annealing furnaces, brass and iron foundry core stoves, &c. Gas is also supplied to rivet furnaces, a bolt-heading furnace, a tool-tempering furnace, and to lead baths, galvanising baths, dressing baths, &c. This plant has now run for twelve months on Chinese bituminous coal, and the final trials, held in December last, gave the following results:—At full load the coal consumption was 0.9 lb. per brake-horse power per hour; at three-quarter load it was 1.02 lb. and at half load 1.25 lb.—*L. & C. Express*.

LANGKATS.

LAST WEEK'S BOOM.

The *Shanghai Times*, of 21st inst., says:—The boom in Langkats continued yesterday, though shares dropped off from Tli. 1,100 June in the morning to Tli. 1,040 June in the afternoon. It is rumoured that the directors have issued for private circulation a statement accounting for the phenomenal advance in price by the large output of oil during the week almost doubling the usual production. The public are still in the dark about it, but it is confidently stated that shares will still further advance.

S.S. "Scandia" Ashore.

HAMBURG-AMERIKA LINER STRIKES ROCKS AT LINGTING ISLAND.

ACCIDENT DUE TO FOG.

At an early hour in the forenoon to-day, intimation reached us that the Hamburg-Amerika steamer *Scandia*, Captain Von Doehren, had gone ashore last night in the vicinity of Lingting Island. On the information being placed at our disposal, a representative of the *Telegraph* was at once sent out to glean whatever particulars that were available about the accident to the vessel. From an authoritative source, our representative was able to learn that the *Scandia* had met with the unfortunate accident on account of fog, but beyond that information, no further particulars could be obtained in regard to the exact nature of the accident and the circumstances leading up to it. It would appear that the damages sustained by the *Scandia* are slight and that the vessel will in all probability be righted before twenty-four hours. Shortly after noon to-day, the powerful tug *David Gillies*, belonging to the Hongkong and Whampoa Dock Company, was sent to the scene of the accident to render her valuable services to the fast-steam *Scandia*, and after this has been accomplished, the vessel will doubtless be dry-docked and undergo the necessary repairs at the Kowloon Docks.

The *Scandia*, which was on a voyage from Singapore to Hongkong, is a vessel of a net tonnage of 2,856 and 4,505 tons gross. She was built in 1897 by Blohm and Voss, Hamburg, for the Hamburg-Amerika Line's Service. Her length is 400 ft. and her breadth 46.3 x 27.4 ft.

Capt. T. Sugi, of the s.s. *Sosho-maru*, which arrived this morning from Coast ports, makes the following report:—

"The German steamer *Scandia* was in stranding at S. (south) point of Lingting Island, hoisting the N. A. flag. The shore is quite rocky, and I think she would be damaged heavily. The Lingting island is about twenty miles from Hongkong."

A RUNNER'S CLAIM.

JUDGMENT RESERVED IN THE KING EDWARD HOTEL CASE.

The case in which W. H. Brown, formerly a runner employed by the King Edward Hotel, brought an action against the hotel (Dorabjee & Co.) to recover the sum of \$254.75 being as to \$60 for salary for the month of March, \$29.75 commission and \$65 for alleged wrongful dismissal, was resumed before Mr. Justice Compton (Puisse Judge) in the Court of Summary Jurisdiction this morning. Messrs. Dorabjee & Co. entered a counter-claim for \$10. Mr. Otto Kong Sing appeared for the plaintiff. Mr. W. G. Daniel, of Messrs. Johnson, Stokes and Master, represented the defence.

Mr. Archibald Gee, manager of the King Edward Hotel, was recalled by the defence. Has it ever come to your knowledge that women belonging to the unfortunate class were admitted to the hotel?—No.

If a woman belonging to the unfortunate class came to the hotel and asked permission to stay at the hotel, would you admit her?—She would not be accepted.

(By Mr. Otto Kong Sing)—How long have you been manager?—For about nine months. Do you know if she is a woman of the unfortunate class?—I know it now, but I did not then.

Now, Mr. Gee, it is Mr. Brown's duty to bring passengers from ships to the hotel?—Yes.

Did he ever bring women of the unfortunate class to the hotel?—Not that I remember of.

Fok Ching, coxswain of the King Edward Hotel launch, said that he had been on the launch for about three years. Plaintiff was constantly in the launch as runner of the hotel. Witness was aware that plaintiff sometimes used the launch for purposes other than hotel requirements. He (plaintiff) used the launch for that purpose about once or twice a month, roughly speaking. Some time ago, plaintiff took two American girls on board. On passing an American man-of-war, some officers on board the latter vessel waved to the girls, who waved back. Witness admitted that he was not particularly pleased to have the women on board, but was obliged to do it in the course of his business. He had given plaintiff to understand that he was paid \$50 a month by the hotel as cost of coal and that the manager had informed him not to use the launch too much for private purposes. Plaintiff, however, assured him that he would ask the manager to supply more coal if the existing allowance was not sufficient.

By Mr. Kong Sing—The American girls were taken on board a little over two months ago. He did not notify the hotel of the matter. Plaintiff never paid him extra for the coal. He was given \$2 on one occasion, but not for the coal, but as *cumshaw*. On the occasion of the American girls being taken on board, besides the waving of handkerchiefs, nothing further was done on board which witness would consider improper. The trip was in the nature of a picnic.

Plaintiff recalled spoke to having an interview with Mr. Dorabjee (proprietor of the King Edward Hotel) in the presence of a friend named Lewis, who was staying with him. Dorabjee told witness that he could keep Lewis as long as he liked, but that he would have to pay for him. Nothing was at the time mentioned about plaintiff's dismissal. He subsequently received a letter at the end of March from defendant's solicitors informing him of his dismissal.

Here plaintiff described at length a quarrel he had with Anderson, the barman, during which the latter became excited and used strong language. By his Lordship—Lewis lived with plaintiff for seven months and slept on a sofa. Anderson also shared the room with him. Witness used to take three meals a day. Witness did not pay for them. They may have been paid for by chits. Plaintiff was in the habit of taking a number of friends to the hotel for tiffin, for whom he used to sign chits. He did not always sign chits and on those occasions he was not spoken to by the management. He was interviewed about taking women on board about the week before the end of March. (The question of loss of a horse on the liner line was also raised in the cross-examination of plaintiff.)

His Lordship held that the defendants were justified in plaintiff's dismissal. The full judgment will be delivered to-morrow.

HONGKONG VOLUNTEER CORPS.

APPEAL BY THE GOVERNOR.

We have received from the Colonial Secretary the following minute by His Excellency on the subject of the Volunteer Corps of this Colony:—

To the Principal Employers and Others. It is my earnest desire that the Hongkong Volunteer Corps should both by its numbers and by its efficiency be worthy to rank as an integral part of the defensive force of this Colony.

With regard to numbers, the total strength stands at only 285, and I take this opportunity of appealing to the leading British citizens in this Colony to do their utmost both directly as regards themselves and their employers, and indirectly by their influence and the weight of their opinion to endeavour to increase this number to a figure more in proportion to the British manhood of the Colony. I hope that steps recently taken may result in an increase of the number of Government officials who are Volunteers.

As regards efficiency, it has been my aim since I have been in Hongkong to secure for the Hongkong Volunteer Corps a recognised place in the scheme of defence of the Colony to impress upon the community that the Corps exists for a serious purpose, involving sacrifices of no small extent both upon the individuals composing it and upon their employers. The exigencies of the time demand a real sacrifice, and I am myself inclined to deprecate the multiplication of artificial incentives to effort in the shape of cups and prizes. A limited number of expert marksmen is not sufficient; we require in addition a body of serious men imbued with the vital necessity of defending this place on the outbreak of war and efficiently trained by a prolonged sacrifice of well earned leisure in peace times so that they may take their place in the fighting ranks when necessity may arise. We are all aware that in modern conditions but little time for preparation will be allowed when the crisis comes, and that the crisis itself will in all probability be sudden and unexpected. Those who have most stake in the Colony will be those who will lose most in case of a raid by hostile forces and it is a measure of self-interest to do all that is possible to strengthen the defences.

In his report upon the Volunteer Corps for 1908-1909 the General Officer Commanding remarks as follows:—

"I recommend that future camps should be held in the New Territories for a week or eight days and that endeavours should be made to get employers to allow men to be present continuously for at least three or four days of that time. If such a camp were run on lines which bore some resemblance to service conditions an economy could be effected and the training improved."

Upon this the Commandant of the Corps observes:—

"Since the last camp I have been considering the possibilities of holding future camps in the New Territories, and see no insuperable obstacle other than the difficulty of members obtaining sufficient leave from their employers to enable them to attend the camp for a useful period. It is hardly to be expected that firms in a place like Hongkong could follow, to the full extent, the patriotic example of a large number of home firms who are giving Volunteers 3 weeks' leave each year to attend camp; but I see no reason why they should not follow this example to a modified extent, and am of opinion that an appeal from His Excellency the Governor to the various firms pointing out the vital importance to the Colony of an efficient and sufficient Volunteers Force would result in their being able to spare a portion of their Volunteer employees for half the week at a time. It would be impossible to hold the camp in the New Territories if the men had to return to their business in Hongkong during the day."

I appeal to you to render this proposal practicable by granting the requisite facilities to those in your employ, and I appeal to you also once more to do all in your power to increase the numbers of the Corps.

F. D. LUGARD,
Governor, &c.

Hongkong, 21st April, 1909.

MEMORIAL TO DR. WRIGHT.

PRESENT PUPILS' SUBSCRIPTION.

We are informed that the present pupils of Queen's College have subscribed \$550 towards the proposed memorial to Dr. Wright, their late Head Master.

TRAIN ACCIDENT.

ON THE TOKIO-YOKOHAMA LINE.

Tokio, April 20.

Last night a freight train from Tokio was overturned at a bridge between Tokio and Yokohama.

Some of the goods fell into the river. The express from Kobe collided with the wreckage. The locomotive and mail-car of the express were separated from the passenger-cars by the breakage of the coupling chains, and fell into the river.

There were several casualties among the railway men, but the passengers were unharmed. Traffic has been temporarily suspended.—*N. C. D. News*.

INTERNATIONAL AMENITIES.

ITALY AND CHINA.

It is stated that on the 3rd inst. the Italian Minister in Peking had an Imperial audience in the Chiencheng Palace to present his credentials, and later on was received in audience by the Prince Regent in the Yang Hsin Throne Hall, when the Minister presented his Highness with a decoration of the highest order from the King of Italy. The Regent conferred the Order of the Double Dragon, 1st Class, 3rd Division, on the Minister. On the same day the Russian Minister also had an audience and presented his credentials to the Emperor.

NAVY ESTIMATES FOR THE FAR EAST.

We give below the votes for the Far East, so far as they appear on the face of the Navy Estimates. The figures in parentheses are the votes of last year.

HONGKONG.

Naval Yard.—Naval Officer in charge of establishments, £950; relieving Naval Officer in charge of establishments, five, £341; Commander, R.N., for service in yard, £570; Chief Engineer, £1,088 (house allowance temporary increased by 75 per cent.); First Assistant to Chief Engineer, £663; one engineer lieutenant, £363; foreman of boiler-makers, £433; foreman of engine-fitters, £368; two inspectors of boiler-makers, £650; Chief Constructor, £1,443; two Assistant Constructors, £887; Electrical Engineer, £605; foreman of yard, £433; four inspectors of shipwrights £1,390; inspector of ship-fitters, £322; inspector of smiths, £328; inspector of joiners, £298; inspector of electrical fitters, £313; lieutenant, or chief boatwain, £315; lieutenant, or chief gunner, £370; Chaplain, £555; Staff-Surgeon or Junior Staff-Surgeon, £410; Store Officer, £827; Secretary and Cashier, £640; Deputy Expense Accounts Officer, £705; three Assistant Naval Store Officers, £1,211; two inspectors of storehouse men, £609; five squire-writers, £1,561; one pensioner-writer, £288; eleven first-class hired writers, £2,660; two senior writers, £472; twenty-five writers, £3,288; three timekeepers, £250; allowance to the Paymaster and Navigating Officer of H.M.S. *Tamar*, for performing the local audit and stock-taking, £80; provision for full-pay leave, to Naval Officers, £57. Total, 89 £36,186.

Victualling Yard.—Deputy Victualling Store Officer, £442; colonial allowance, £123; house allowance, £138; Assistant Victualling Store Officer, £186; colonial allowance, £82; house allowance, £123. (These last two votes are only temporarily increased.) One senior writer, £156; house and colonial allowance, £163; Writer, £210 (temporary increase); boy writer, £32 (temporary increase). Allowance to officers of H.M. ships for stock-taking duties £25. Leading men of stores, £130; colonial allowance, £82; house allowance, £82. Total, £1,974 (£2,131). Wages of artificers and other expenses of artificers and labourers: On the establishment, three, £679; hired artificers and labourers, 67, £950. Total, £1,629. From this has to be deducted £60, proportion of the wages of the storehouseman and labourers employed on Indian and Imperial Troop Service, &c., charged direct to the Indian Government and War Department, leaving, £1,569 (£2,108).

Medical Establishment.—Deputy Inspector-General, £767; charge pay, £137; hospital allowance, £182. Two surgeons, £730. Hospital allowance, £286. This allowance has been temporarily increased to meet additional expense of living. Thren sisters £434. (One receives an allowance of £10 for acting as head-sister.) One dispenser, £130; for charge of stores to one, £50; colonial allowance, £82 (temporary increase). Two writers, £305. Provision for full-pay leave to Naval Yard officers, £112. Total, nine, £3,185 (£3,159). Wages of hospital servants, 59, £749; wages of sick-bench stewards and others, 14, £861; allowance in lieu of provisions, £352. Total, 73, £1,972 (£2,182). Wages of Police Force, seven, £212 (seven, £604). Water, £80. Gas, £50; electric light, £600; total, £650 (£675). Contingencies, £10 (£50).

Naval Ordnance Establishment.—Deputy Ordnance Store Officer, £410; colonial allowance, £123; house allowance, £138; Assistant Ordnance Store Officer, £146; colonial allowance, £81; house allowance £123; Engineer-Lieutenant, £463 (includes temporary colonial allowance of \$400). Provision for additional staff on separation of military and naval Ordnance Departments, £1,500. Total, £2,985 (£2,610). Artificers and labourers on the establishment, £170; fifty hired artificers and labourers, £2,430. Torpedo store depot: four hired artificers and labourers, £70; artificers of the fleet, including allowances for provisions, £1,705. Total, £5,375 (£5,670).

Works, Buildings, and Repairs.—For dockyard extension the total estimate for the work is set down at £1,358,500. This estimate is reduced from the original estimate of £1,368,500 provided in Naval Works Act, 1905, and the revised estimate of £1,436,500. The amount already voted is £1,281,500. Probable expenditure to March 31 is £1,354,500, leaving £4,000 to be voted 1909-10. New storehouses, £8,000. Amount already voted, £10,000; to be voted in 1909-10, £1,000. Worked on west side of new dock, £1,000; quarters for dockyard foreman and leading men, £2,000, a further sum of £2,000 being required for completing the work; oil store, £2,000; Kowloon Reclamation, £3,000; transfer victualling yard from Hongkong to Kowloon, £4,000. Total, £17,000.

Officers Superintending Works, &c.—Superintending Civil Engineer, £700; colonial allowance, £163; house allowance, £163; two Assistant Civil Engineers, £567; colonial allowance, £163; house allowance, £145. Assistant-Surveyor, £241; colonial allowance, £82; house allowance, £123. Five draughtsmen, £499; colonial allowance, £123; house allowance, £123. Seven accountant clerks, £510; foreman of works, £312; colonial allowance, £82; house allowance, £82. Total, seventeen, £4,009 (seven, £1,902).

Miscellaneous.—Assistant Paymaster, employed as Commodore's Secretary, allowance of 2s. 6d. a day, £45 12s. 6d. (£45 12s. 6d.). Engineer-Commander H.M.S. *Tamar*, allowance of 5s. per day for general fleet duties on China Station £91 5s. £665 is a vote for a Lieutenant of £50 (£50) Allowance for duty as Harbour-Master. Warrant Officers: H.M.S. *Tamar*, allowance of 6s. a day for performing postal duties, £9 2s. 6d. (£9 2s. 6d.). Royal Marine officers, allowance of 6s. a day each to three, for acting as Naval Intelligence Officers at Hongkong, Singapore, and East Indies (Colonies), respectively, 2s. 6d. a day to one for acting as Assistant Naval Intelligence Officer.

cor in China Fleet, £385 5s. Sergeant's Royal Marine, allowance of 1s. a day to one, and 6d. a day each to two, for acting as Military Instructor, £36 10s. Privates, Royal Marines, allowance of 4d. a day each for charge of range and acting as marker at Hongkong Rifle Range, £36 10s. Private, Royal Marines allowance of 1s. 6d. a day for acting as tailor and storeman, Hongkong, £27 7s. 6d. Private, Royal Marines, allowance of 9d. a day for repairing accoutrements, Hongkong, £13 13s. 9d. A sum of £40 is set down as allowances to draughtsmen and others for instruction of apprentices.

S.S. "SATSUMA" ON FIRE.

BALES OF COTTON ABLAZE.

At about six o'clock on Sunday morning the chief officer (Mr. Mitchell) of the str. *Satsuma* of the New York and Oriental Steamship Company noticed smoke issuing from the ventilator of the number 2 hold. The commander (Captain Armstrong) was immediately notified and it was resolved to run for Shanghai with all speed, the *N. C. D. News* of both last reports, Steam jets were run into the hold in order to extinguish the fire, but this method proved unsuccessful. The *Satsuma* arrived at the mouth of the Whangpoo River at about eleven the same evening, and at six o'clock yesterday morning a pilot took her in and moored her opposite Woosung Point where she now lies.

Captain Armstrong called on the agents of the vessel shortly afterwards and informed them that the cargo, which comprised many bales of cotton, was still burning. The fire-fight *Huining* was therefore dispatched to the scene. Immediately on her arrival, the *Satsuma's* hatches were removed and dense volumes of smoke rolled up from the smouldering mass. Five lines of hose were got into position and many tons of water were poured into the hold. The effects of the water were soon apparent, as the smoke gradually cleared away until at four o'clock the only signs that a fierce fire had raged were the burnt pieces of wood that floated about in the rapidly filling hold and the steam like smoke that arose from the depths. At half-past four, the Captain called for another line of hose to play on the cargo, and this he himself took through the No. 3 hold and directed the stream of water into those portions that still emitted smoke.

Looking down from above on the soaked figures of the captain, officers, engineers, who worked side by side with Chinese, Malay and Indian seamen, one wondered how any material, no matter how highly inflammable, could continue even to smoulder after having had so many tons of water poured on to it. Some idea of the amount of water that was used may be gained when it is remembered that the pumping capacity of the *Huining* is 4,600 gallons per minute. So great was the flow that the water, although spread over a large area of the ship, rose at the rate of two feet per hour. This had the effect of making the vessel draw 26½, 310, forward, an increase of six feet.

At twenty minutes past five the "stop" signal was passed to the *Huining* and pumping operations ceased, as it was evident that all danger was over, and the fire was completely out. No risks, however, were taken, as one line of hose was kept in readiness to play on any portion of the cargo that might show signs of breakout again.

Should there be no further outbreak during the night, the water will be pumped out, and the damaged cargo removed.

Some idea of the anxiety that must have been felt by those on board may be imagined, when it is mentioned that in the hold next to where the fire originated, there were 75,000 cases of kerosene. During Sunday evening the boats were swung out in readiness for any emergency but happily they were not required.

The *Satsuma* had a general cargo on board and was bound for Japan from New York. She is practically a new ship having been built at Sunderland by Messrs. Short, Bros., Ltd. in 1901.

Great credit is due to all concerned for the splendid save that was effected. Beyond the fact that the vessel has a very decided list to port and that she is down at the bow to an extraordinary extent, no one would for a moment guess the very trying experience she has passed through. Of course it is impossible, even approximately to estimate the damage she has sustained, but as far as was apparent late yesterday afternoon the only visible effects were entirely confined to the number 2 hold, where the woodwork was charred and a portion of the steel tween decks was buckled by the heat and the expansion of the bales of cotton due to the extraordinary soaking.

No theory was advanced to account for the outbreak.

The fire on the *Satsuma*, which put into Woosung on Monday, was got under during the night with the assistance of the fireboat *Huining*. Yesterday, the major portion of the damaged cargo of cotton was put into lighters which were brought alongside of the *Satsuma*. Quite a large quantity of the cargo still remains to be grappled. The hull is still hot and water in the holds will have to be pumped out. The damage is understood to be fully covered by insurance.

When the fireboat arrived at the burning vessel on Monday the No. 2 hold, in which the cotton was on fire, was not filled with water. In the No. 1 hold were the 75,000 cases of kerosene, divided from the fire only by a bulkhead. The danger of the fire reaching the kerosene was very great. Had it done so there would have been very little hope for the ship. As it was the temperature of the hold in which the kerosene was carried was 115 degrees. The *Huining's* pumps were put to work, and after two or three hours' pumping the hold was flooded and the fire extinguished. So great was the amount of water pumped into the vessel that it put her head down over six feet. In the evening the *Huining's* salvage section, hose was run into the hold, and the vessel was soon on an even keel again. The fireboat returned to Shanghai early yesterday morning. The *Satsuma* will come up to Shanghai and discharge her cargo from her No. 2 hold, after which it will be possible to ascertain the extent of the damage sustained. The vessel's deck and lower hold were somewhat buckled by the heat.—*Shanghai Times*.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

LUZO-CHINESE TREATY.
DIVERGENCE IN INTERPRETATION.

[By courtesy of the "Sheung Po"]

Peking, 25th April.

There being a difference in the Chinese and the foreign versions of the Luzo-Chinese Treaty, and the Treaty having been drawn up at the time by H.E. Chang Chih-tung, the Waiwupu has applied to the Grand Councillor for a correct interpretation.

Art. LIII. of the Treaty signed in Peking on the 1st December, 1887, reads:—
"In order to prevent for the future any discussion, and considering that the English language, among all foreign languages, is the most generally known in China, this Treaty, with the Convention appended to it, is written in Portuguese, Chinese, and English, and signed in six copies, two in each language. All these versions have the same sense and meaning, but if there should happen to be any divergence in the interpretation of the Portuguese and Chinese versions, the English text will be made use of to resolve the doubts that may have arisen."

CANTON-MACAO RAILWAY.

A CHINESE UNDERTAKING.

[By courtesy of the "Sheung Po"]

Peking, 25th April.

It is proposed by the Ministry of Posts and Communications that the Canton-Macao Railway shall be built with funds raised among the people.

If, however, the money should not be forthcoming by a certain time, the line will be built by the Ministry itself.

CHINA MERCHANTS' S. N. CO.

THE NATIONALIZATION SCHEME.

[By courtesy of the "Sheung Po"]

Peking, 25th April.

H.E. Viceroy Young Shih-chung has expressed as his opinion that the Ministry of Posts and Communications cannot with propriety take over the China Merchants' Steam Navigation Co. without reference to the shareholders in the first instance.

REVOLUTIONARIES.

THE PRINCE REGENT CAUTIONED.

[By courtesy of the "Sheung Po"]

Peking, 25th April.

H.E. Viceroy Tuan Fang has telegraphed that some revolutionaries have proceeded to Peking.

His Excellency cautions the Prince Regent to be careful when he has to go about.

LATE EMPRESS' PRIVY PURSE.

METHOD OF DISPOSAL.

[By courtesy of the "Sheung Po"]

Peking, 25th April.

It is proposed by the Prince Regent to call together the Grand Councillors and the Ministers of the various Boards to decide as to the best method of the disposal of the Empress Grand Dowager's privy purse.

MISSIONARIES IN CHINA.

MUST NOT PROCEED TO THE FRONTIER.

[By courtesy of the "Sheung Po"]

Peking, 25th April.

The Waiwupu has requested the various Foreign Ministers in Peking to prevent missionaries from proceeding to the frontier to preach, as the people are not civilized and the presence of the missionaries may lead to trouble.

COMPULSORY EDUCATION.

IMPERIAL EXAMPLE.

[By courtesy of the "Sheung Po"]

Peking, 25th April.

Prince Kung has urged that compulsory education should be enforced, beginning with members of the Imperial family, so that the example may be followed by others throughout the Empire.

The Prince Regent has acquiesced in the suggestion.

THE MACAO BOUNDARY QUESTION.

CANTONESE AGITATION.

The Wai-wu-pu has been consulting with Viceroy Chang Jen-chun on the Macao Boundary question. A certain member of the Board holds the view that the country's sovereign rights are involved and unless the matter is properly settled the consequences will be very serious and proposes that the official who concluded the original treaty (the treaty of the 13th year of Kwangtung) should be punished. No definite decision has, however, been come to in the matter.

The following telegrams have been addressed by the Canton Boundary Protection Association to the Wai-wu-pu and H. E. Chang Chih-tung:—
"To the Waiwupu: The people are most indignant at the constant attempts made by the Portuguese to encroach upon our territory. Pray instruct the Viceroy of Kwangtung and the Special Commissioner to investigate the original boundary and not to concede anything. The Portuguese have no territorial rights, so there cannot be any delimitation of a boundary at sea. Do not give away the country's territory and sovereign rights. Please announce that a Commissioner has been appointed to delimit the boundary so as to pacify the people. If the demands of Portuguese are not resisted the whole Province of Kwangtung will suffer."
"To H.E. Chang Chih-tung: If the Portuguese are allowed to have their way in the present dispute the whole province of Kwangtung will suffer. Pray instruct the Viceroy of Kwangtung and Commissioner Kao to stand firm and not to give away one inch of land. The territorial waters should also be protected as the Portuguese had none originally. The situation is very critical and we beg Your Excellency to save it.—Shanghai Times."

HONGKONG GYMKHANA CLUB.

FIRST MEETING.

Patrons:—His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Hedworth Lamington, C.B.; His Excellency Maj.-Genl. R. G. Broadwood, C.B.; Rear-Admiral H. Lyon, R.N.

Committee:—The Stewards of the Hongkong Jockey Club (ex officio), The Hon. Mr. F. H. May, C.M.G., Messrs. C. H. Ross, J. A. Jupp, H. P. White, G. K. Hall-Bruton, John Paterson, and Major W. A. Eaton.

Judge:—Mr. C. H. Ross.
Handicapper:—Mr. J. A. Jupp and Major W. A. Eaton.

Clerks of the Scales:—Mr. H. P. White and Mr. F. B. Deacon.
Starter:—Mr. H. J. Gedge.
Time Keeper:—Mr. M. S. Sassoon.
Hon. Sec. and Treasurer:—Mr. C. Gordon Mackie.

The Hongkong Gymkhana Club, whose periodical successful efforts during the year to stimulate the "sport of kings" are looked forward to by a large majority of the public with eager interest, and who are ever anxious to indulge in a mild flutter, opened the season at "Happy Valley" on Saturday afternoon, and though the attendance was scarcely satisfactory the meeting was a fore-runner of the successes of future meetings during the course of the next few months, which are usually characterized by the success which always attends the thoroughness of the Hongkong Gymkhana Club's methods. Several good finishes were witnessed during the afternoon. The tent-pegging competition provided a display of good horsemanship and was won by the "A" Team of the Hongkong Mounted Troop, comprised of Lieut. C. H. Ross, Trooper H. J. Gedge and Trooper W. Dupree. The excellent Band of the Buffs provided pleasing selections of music during the afternoon, which were greatly appreciated.

Detailed results of the various events are appended:—
1.—3.30 p.m.—ONE MILE FLAT RACE.—For Subscription Grifflins, of Season 1908-09. Weight for inches as per scale. Winners of one race at 1909 Meeting 5 lbs. extra: two or more races 10 lbs. Extra. Non-winning placed ponies allowed 5 lbs. Unplaced runners allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. Entrance fee \$5.00. 1st Prize: Presented, and Prize: \$25.00. Entrance fees to go to Winner.

Mr. D. L. M.'s Tamar, 155 lbs. (Gegg) 1
Hon. Mr. W. J. Gresson's Little Dot Rose, 149 lbs. (Mackie) 2
Mr. Black's Grey Back, 155 lbs. (Morley) 3
Mr. C. E. Anton's Dunkerry, 151 lbs. (Leele) 0

Commodore Lyon's Swan, 155 lbs. (Owner) 0
Mr. M. M. Brice's Gambler, 148 lbs. (Bryce) 0

* 5 lbs. Allowance.
† 5 lbs. overweight.
Time: 2 mins. 14 secs.
Cash Sweeps: 1st, \$157.50; 2nd, \$45; 3rd, \$27.50.
Winner: \$10.20.

2.—3.50 p.m.—GYMKHANA STAKES.—Value \$100. Distance One Mile. For all China Ponies. Catch weights at 70 to 5 lbs. Winners of an open race or open Griffin race 5 lbs. extra. Non-winning Subscription Grifflins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A-Cup called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first; 3 for a second; and 1 for a third, the benefit of marks already scored to pass with the Pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 3 lbs. to be deducted next time he starts. Such 3 lbs. to remain deducted until he wins again when he will carry the full Penalty with-

out deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. and Prize: \$25. (Half entrance fees to go to winner).
Hon. Mr. W. J. Gresson's Garth, 146 lbs. (Mackie) 1
Mr. Dryadon's Triad, 146 lbs. (Dupree) 2
Messrs. Leah and Moore's Sportsman, 146 lbs. (Morley) 3
Mr. L. K. Leeson's Seafoam, 155 lbs. (Gegg) 0
Mr. L. K. Leeson's Soudan, 156 lbs. (Leeson) 0
Mr. Moregold's Backstay, 143 lbs. (Grant) 0

* 5 lbs. allowance.
† 4 lbs. overweight.
‡ 10 lbs. overweight.
§ 3 lbs. allowance.
Time: 2 mins. 7 4/5 secs.
Cash Sweeps: 1st, \$368.50; 2nd, \$105.50; 3rd, \$57.50.
Winner: \$10.50.

3.—4.10 p.m.—THREE QUARTERS OF A MILE FLAT RACE.—For Subscription Grifflins of any Season which have never won an official race. Weight for inches as per scale. Unplaced runners allowed 3 lbs. To be ridden by Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin. Entrance fee \$5. First Prize: Presented, and Prize: \$25.00. (Entrance fees to go to winner).
Admiral Lambton's Kamranh, 155 lbs. (Mackie) 1
Mr. H. G. Moore's Lyemur, 155 lbs. (Owner) 2
Mr. F. B. Deacon's Butcher, 152 lbs. (Owner) 3
Mr. M. M. Brice's Gun Duck, 158 lbs. (Owner) 0
Capt. S. Barker's Shaun Aboon, 165 lbs. (Owner) 0
Mr. C. E. Anton's Dunkerry, 158 lbs. (Leele) 0
Mr. D. L. M.'s Tamar, 156 lbs. (Capt. Leah) 0
Mr. K. K.'s Little Nemo, 149 lbs. (Klimanek) 0

* 4 lbs. overweight.
† 13 lbs. overweight.
Time: 1 min. 37 1/5 secs.
Cash Sweeps: 1st, \$434.70; 2nd, \$124.20; 3rd, \$52.10.
Winner: \$16.50.

4.—4.30 p.m.—TENT PEGGING IN SECTIONS OF THREE.—Open to team, mounted on China Ponies, and composed of three men, representing any recognized unit or club in the Colony. Three small cups to be presented to the winning team at each competition and at the conclusion of the season a Trophy will be given to the team which scores the highest aggregate of points all meetings included. In competing for the small cups a competitor need not necessarily represent the same unit or club on each and every occasion, but if competing for the aggregate trophy he can only represent one unit or one club during the season, that is to say he must continue to compete for the unit or club first selected by him and for no other. To provide for sickness, absence from the Colony, or for improvement of a team, new members may from time to time be introduced into a team, but in order to win the aggregate Trophy two to at least of the Members composing the winning team must have competed in not less than three competitions. Points will be awarded as follows:—

3 for each carry, say per team..... 9
or 2 for a carry under 20 yards;
or 1 for a touch..... 3
3 for speed..... 3
3 for style..... 3
15

"A" Team Hongkong Mounted Troop..... 1
"B" Team, The Buffs..... 2
"C" Team, The Buffs..... 3
Cash Sweeps: 1st, \$589.80; 2nd, \$82.80; 3rd, \$41.40.

5.—4.50 p.m.—WELTER RACE. HALF A MILE.—For all China Pony Hacks or Polo Ponies. Catch Weights 13 stone. Open to Members of Jockey and/or Polo Clubs, also Members of both Services. Entrance fee \$5. First Prize: Presented, and Prize: \$25.00.
Major H. Findlay's Billy, 181 lbs. (Dupree) 1
Mr. C. E. G. Davidson's Seraph, 181 lbs. (Dupree) 2
Dr. J. W. Noble's Double Zero, 181 lbs. (Gegg) 3
Mr. H. G. Moore's Banksia Rose, 181 lbs. (Marsh) 0
Captain G. T. Brierley, R.A. Catalan Bay, 181 lbs. (Owner) 0
Mr. K. K.'s Droschkegaul, 181 lbs. (Klimanek) 0
Major H. Findlay's Polo Stick, 181 lbs. (Crookenden) 0

Time: 1 min. 45 secs.
Cash Sweeps: 1st, \$245.15; 2nd, \$121.50; 3rd, \$60.75.
Winner: \$33.10.

6.—5.10 p.m.—ONE AND A QUARTER MILE FLAT RACE. HANDICAP.—For all China Ponies. Entrance fee \$5. First Prize: Presented, and Prize: \$25. (Entrance fees to go to winner).
Hon. Mr. F. H. May's Astral, 154 lbs. (Owner) 1
Hon. Mr. W. J. Gresson's Garth, 150 lbs. (Mackie) 2
Mr. L. M. Leeson's Seafoam, 161 lbs. (Gegg) 3
Mr. Blank's Greyback, 145 lbs. (Morley) 0
Capt. G. T. Brierley's Sidler Dhu, 151 lbs. (Owner) 0
Major H. Findlay's Shandygaff, 161 lbs. (Owner) 0
Major H. Findlay's Shandygaff, 148 lbs. (Commodore Lyon) 0
Messrs. Leah and Moore's Sportsman, 154 lbs. (Morley) 0
Major W. A. Eaton's Vine, 141 lbs. (Brice) 0
Mr. Moregold's Backstay, 147 lbs. (Grant) 0
Major W. A. Eaton's Game Chick, 145 lbs. (Dupree) 0
Mr. K. K.'s Highland Chief, 147 lbs. (Klimanek) 0

* 6 lbs. overweight.
† 13 lbs. overweight.
‡ 10 lbs. overweight.
§ 3 lbs. allowance.
Time: 3 mins. 44 1/5 secs.
Cash Sweeps: 1st, \$400.55; 2nd, \$119.55; 3rd, \$59.55.
Winner: \$14.50.

THE CHINA ASSOCIATION.

ANNUAL REPORT FOR 1908-9.

In anticipation of the annual meeting of the China Association, which was to have been held on 6th instant, at the offices of the P. and O. Steam Navigation Company, London, the report for 1908-9 has been issued, and contains, as usual, a careful review of the events of the year. Many of the topics dealt with have naturally found expression in, or been commented on, our own columns. But some extracts on aspects that have not so fully come to public light may be given. The Imperial deaths in Peking are noted, and the calm maintained commended. The downfall of Yuan Shih-kai is regarded otherwise.

It was due doubtless to various causes, among which what the Chinese call "recorded enmity" was chief. The present Regent is, we may remember, the late Emperor's brother, and it was Yuan's betrayal to Yung Lu and the Empress Dowager of Kwang Hsu's intention to intern the latter, in 1898, that enabled her to organize the counter-stroke which involved the Emperor's practical displacement from power. Still it is difficult to believe that his dismissal from the Councils of Peking can be other than temporary. Apart, however, from this seeming "set-back," it has to be admitted that, in the numerous "Reform Edicts" issued during the year, there is at least *prima facie* evidence of the genuineness of China's aspirations, and of the Regent's intention to carry out the scheme so foreshadowed.

FINANCE.

It is on the rock of finance that China seems to be helplessly drifting. It has been aptly said of China that although she has finances she has no finance; and apart from her domestic financial difficulties, the truth of the aphorism has illustration in her seeming indifference towards her foreign indebtedness. China's foreign debt, contracted almost entirely in the last 13 years, now amounts to some £12,000,000, for the service of which an annual sum of between seven and eight millions sterling is required. Towards this service it is estimated that about £1,000,000 is provided by returns from productive works, leaving, say, £6,500,000, or present exchange, about Hk. \$50,000,000, to be provided from other sources; the method of meeting this annual obligation is as delightfully simple as it is startlingly suggestive of threatened danger. There is, first, the hypothecation of the revenues of the Imperial Maritime Customs, officially estimated for last year (less cost of collection) at Ts. 29,000,000, the balance of Ts. 21,000,000 being secured upon the provincial revenue. The annual provincial remittances to the capital are estimated, under normal conditions, at about Ts. 70,000,000, an amount now apparently reduced to, say, Ts. 50,000,000 by the above-mentioned hypothecation of provincial revenues for foreign loan purposes. It would appear, then, that the revenue of the Central Government is reduced to Ts. 30,000,000, plus such local sources of revenue as Peking may possess. It is impossible to believe that the expenses of the Metropolitan Government can be met by any such sum, and the conclusion is unavoidable that the deficit is made up, *more sinice*, in other ways.

JURISDICTION IN MANCHURIA.

The claims of Russia are based upon an interpretation—not admitted by China, of Articles VI. of the unpublished French text of the Railway Agreement signed in September, 1896, between China and the Russo-Chinese Bank, in virtue of which Russia is actually exercising full jurisdictional and administrative control in the territories of Chinese Eastern Railway. The representations from China regarding this matter receive support from a despatch addressed on Feb. 13 last by Baron Hayashi, Japanese Minister at Peking, to the Russian Minister there, in which Japan explicitly recognizes Russia's claims to *le droit de Padministration exclusive* at *abolition* in the territories of the Chinese Eastern Railway; and demanding his Russian colleague's definite reply as to whether Russia reciprocally recognizes the enjoyment of similar rights by Japan in the territories of the South Manchurian Railway. In his reply, the Russian Minister expressed his thanks for Japan's prompt compliance with Russia's overtures, and declared that Russia "was prepared to take proper steps" when occasion arose as to questions affecting the right of administration in the territories attached to the South Manchurian Railway.

It is pertinent to note what is *le droit de Padministration exclusive* as exercised by Russia in the territories of the Chinese Eastern Railway. They are defined in a notification to the Consular Authorities of other nationalities stating the condition under which "all foreigners as well as Russian and Chinese subjects may acquire the right to reside, hold property, and carry on business within the precincts of the railway," which conditions, in the form of a personal undertaking and agreement on the part of applicant, attested by his Consul, impose:—

(1) Obedience to all police, building, sanitary and trade regulations in force, or which may subsequently be promulgated.

(2) Payment of all taxes and dues existing, or that may at the will of the Administration or Municipality be imposed at any future time.

(3) Forfeiture, or abandonment of all rights to recourse, legal or national, any redress or compensation, in the event of the Administration, for non-compliance with the leases or tenant under the railway with any regulation, decreasing the forfeiture of his lease, the suspension or closure of his business, and the demolition, at his expense, of any buildings erected by him.

Advices from China are to the effect that Japan is arrogating to herself, in her "railway zones" rights and privileges identical with the above, and such reports moreover receive corroboration in views which have been openly expressed by leading Japanese. A letter from Newchwang states that "At Kwangchuan, Kungchuling, Munden, Liao-yang, Tashichiao, and Newchwang large areas have been placed."

To-day's Advertisements.

S.S. "OCEANIC."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Dordogne* and *Madoc*, from Havre ex s.s. *Dordogne*, and from Bordeaux ex s.s. *F. Morel*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the Godowns and/or extra Godowns of Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 11 A.M. TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 3rd May, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 3rd May, or they will not be recognized. All damaged packages will be examined on MONDAY, the 3rd May, at 3 P.M.

No Fire Insurance has been effected.

P. DE CHAMPORIN, Agent.

Hongkong, 26th April, 1909.

NOTICE TO CONSIGNEES.

THIR P. & O. S. N. Co.'s Chartered Steamer "KNIGHT ERRANT" FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st May, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee, and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 26th April, 1909.

plied by Japan wherein she not only exercises full administrative rights, but claims entire jurisdiction over all nationals. Amongst other administrative regulations promulgated by the South Manchurian Railway under "Company Order No. 14" for the government of these territories is the right of "domiciliary search and distal."

CURRENCY.—The obligation of currency reform—accepted by the Chinese Government in the second article of the Shanghai Treaty of 1902, has not only remained unfulfilled during the six intervening years, but the necessity for such reform has been emphasized by the bewildering conditions of currency which have since been created. . . . The Currency Decree issued on Oct. 5 is an indication that the situation has at last stirred the Central Government to the necessity of action. There are two points, however, which have been remarked in connection with the decree, the first that no reference is made to the question of a between copper currency and the new steel coinage, and, secondly, no indication is given whether the new coins are to be issued solely from mints under the direct control of the Board of Finance.

SHANGHAI SETTLEMENTS EXTENSION.—The question of the further extension of the Shanghai Settlement has again come into considerable prominence. When the Settlements were extended in 1898, the claim of the Municipality that the extension should include a portion of the Pao-shan district situated on the northern boundary, was point blank refused by the authorities, who alleged, among other reasons, that the Pao-shan *hsien* was under different jurisdiction of that of the Shanghai *hsien* with which alone they were prepared to deal. Finding the Chinese immovable on this point, a compromise was eventually agreed on, the Municipality abandoning, for the time being, their claim to the much-desired "Pao-shan extension," the Chinese on their part ceding the claimed portions lying within the Shanghai *hsien*. The prediction of ten years ago has been verified to an extent far exceeding the fears then entertained. In the words of Sir John "the Chinese Municipal experiment has proved a complete failure." Indeed, so great has been the failure that it may be doubted whether success was ever seriously intended.

RAILWAYS.—It cannot be said that, during the past year, much progress of a satisfactory nature has been made in the development of railway enterprises in China. . . . What may be results of this conflict between the provincial and central authorities remains, of course, to be disclosed, but it is significant that the President of the Board of Communications—a Board appointed as the supreme authority in railway and cognate questions, has been disgraced and cashiered; and the circumstances suggest the creation of a situation full of possibilities of interesting development.

MINING REGULATIONS.—It would appear that China's efforts to comply with Article IX. of the Treaty of 1902, by which she undertook within one year of the signing of the Treaty "to initiate and conclude the revision of the existing Mining Regulations," have been exhausted in the two attempts of 1905 and 1906. The fact would seem to be that the provinces, loud in their cry of "China for the Chinese," are so doggedly opposed to the exploitation of the Empire's mineral wealth through foreigners, that the Central Government is powerless to deal with the question.

We may note that there is an excellent memorandum by Sir Charles Dargason, on Currency matters, and that the malagasy is all but same, and the British Association of Japan with the China Association has been established.

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Public Companies.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Society will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M. for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Society held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Society be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting, and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Society to the exclusion of those heretofore prevailing."

Prints of the proposed Memorandum and Articles of Association can be seen at the Society's Office, or obtained on application there.

By Order of the Board of Directors, C. MONTAGUE EDE, Secretary.

Hongkong, 21st April, 1909.

THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the Company will be held at its Head Office, No. 2 Queen's Buildings, Victoria, Hongkong, on FRIDAY, the 7th May, 1909, at 12.30 P.M. for the purpose of confirming the following Special Resolution, which was duly passed at an Extraordinary Meeting of the Company held on the 21st April, 1909:—

"That the Memorandum and Articles of Association of the Company be respectively extended, altered and amended so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting and that such extended, altered and amended Memorandum and Articles of Association be henceforth adopted as the Memorandum and Articles of Association of the Company to the exclusion of those heretofore prevailing."

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Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER. SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec. (Subject to alteration).

From Hongkong,	From St. John or Quebec.
"EMPRESS OF CHINA"	"EMPRESS OF IRELAND"
SATURDAY, MAY 1ST.	FRIDAY, MAY 7TH.
"MONTEAGLE"	"ALLAN LINER"
TUESDAY, MAY 11TH.	FRIDAY, MAY 28TH.
"EMPRESS OF INDIA"	"EMPRESS OF BRITAIN"
SATURDAY, MAY 22ND.	FRIDAY, JUNE 18TH.
"EMPRESS OF JAPAN"	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal ports in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop-over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate), the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port

Via New York

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADDOCK, General Traffic Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION)

For	Steamship	On
S'GAPORE, PENANG, & CALCUTTA.	"FOOKSANG"	TUESDAY, 27th April, Noon.
SHANGHAI	"FOOKSANG"	THURSDAY, 29th April, Noon.
S'GAPORE, PENANG, & CALCUTTA.	"KUMSANG"	FRIDAY, 30th April, Noon.
SHANGHAI VIA NINGPO.	"KUMSANG"	FRIDAY, 30th April, Noon.
MANILA	"LOONGSANG"	FRIDAY, 30th April, 4 P.M.
TIENSIN	"CHEONGSANG"	SATURDAY, 1st May, Noon.
MANILA	"YUENSANG"	FRIDAY, 7th May, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE, & MOJI	"KUTSANG"	WEDNESDAY, 19th May, Noon.

RETURN TOURS TO JAPAN.

The steamers "Kwang" and "Kowang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 26th April, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail	Time
MANILA	"TAMING"	27th April	3 P.M.
HOIHOW & HAIPHONG	"SINGAN"	29th "	9 A.M.
SHANGHAI	"YINGHOW"	29th "	4 P.M.
SHANGHAI (connects with Siberian Mail)	"ANHUI"	2nd May	Daylight.
MANILA	"TEAN"	4th "	3 P.M.
TIENSIN	"HUICHOW"	6th "	4 P.M.
SHANGHAI	"CHINHUA"	6th "	"
QEBU & ILOILO	"KAIFONG"	7th "	"
SHANGHAI (connects with Siberian Mail)	"CHENAN"	9th "	Daylight.
MANILA, ZAMBOANGA and USUAL	"TAIYUAN"	14th "	4 P.M.

REDUCED SALOON FARES, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloons.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chennan, Lintan, Chinkwa), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of transshipment at Woosung.

The Sunday morning sailings carry passengers and H.M. Mails to connect with Siberian Mail to Europe.

Fares including wines:—single \$40, return \$70.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.
Hongkong, 26th April, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cabin—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
RUBI	5540	R. W. Almond	MANILA	SATURDAY, 1st May, at Noon.
LATIRO	5540	R. Rodger	"	SATURDAY, 8th May, at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.

Hongkong, 24th April, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, Etc., via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6,000 tons gross	Sail 1st June, 1909, at Noon.
S.S. MANSU MARU	5,000 "	1st July, 1909, at Noon.
S.S. AMERICA MARU	6,000 "	October, 1909.
S.S. HONGKONG MARU	6,000 "	Dec., 1909.

For particulars, apply to:

K. MATSUDA,

Manager.

TOYO KISEN KAISHA, Yok Building.

Hongkong, 23rd April, 1909.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"ASSAYE,"

Captain Owen Jones, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 1st May, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Alfred", 10,000 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt", due in London on 11th June, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. BEWETT,
Superintendent.

Hongkong, 16th April, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN,"

Captain McArthur, will be despatched as above on WEDNESDAY, the 28th inst., at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 2nd April, 1909.

CHARGEURS REUNIS. (FRENCH STEAMSHIP COMPANY).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route, thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship

"AMIRAL EXELMANS,"

10,000 tons, Captain X, will be despatched for SAN FRANCISCO and other above destinations on or about the 21st of May.

For further particulars apply to

MESSAGERIES MARITIMES,
Agents at Hongkong.

Hongkong, 14th April, 1909.

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. "INDRAMAYO"

For Freight and further information, apply to

SHEWAN TOMES & CO.,
General Agents.

Hongkong, 16th April, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 24th April, 100 cts. per 5 Mds.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa

"Corned—Ham Ngau Yuk

"Roast—Shu

"Breast—Ngau Lam

"Soup, Tong Yuk

"Steak—Ngau Yuk Pa

"Sirloin—Ngau Lau

"Sausages—Ngau Yuk Chang

Bullock's Brains—, Know

"Tongue fresh—Ngau Li

"Corned—Ham Ngau Li

"Head—Ngau Tau

"Heart—Ngau Sam

"Hump, Salt—Ngau Kin

"Feet—Ngau Keok

"Kidneys—Ngau Yiu

"Tail—Ngau Mei

"Liver—Ngau Con

"Tripe (addressed)—Ngau To

Calves' Head and Feet—Ngau-chai-tau-keok

Mutton Chop—Yeung Fai Kwat

"Leg—Yeung Pei

"Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

"Brains—Chi Know

"Feet—Chi Keok

"Fry—Chi Chak

"Head—Chi Tau

"Heart—Chi Sam

"Kidneys—Chi Yiu

"Liver—Chi Kon

Pork Chop—Chi Fai Kwat

"Corned—Ham Chu Yuk

"Leg—Chi Pal

"Fat or Lard—Chu Yau

Sheep's Head and Feet—Yeung Tau

"Kau

"Heart—Yeung Sum

"Kidneys—Yeung Yiu

"Liver—Yeung Con

Sucking Pigs, To Order—Chu Chai

Suet Beef—Sang Ngau Yau

"Mutton—Sang Yeung Yau

Veal—Ngau Chai Yuk

"Sausages—Ngau Chai Yuk Tong

POULTRY.

Chicken—Kai Chai

Ospans, Large, Small—Siu Kai

Ducks—Ap

Doves—Fan Kau

Eggs, Hen—Kai Tan

Fowls, Canton—Kai

"Hainan—Hoi Nam Kai

Geese—Ngo

Geese, Wild Shanghai—Sheung Hoi Ye

"Ngo

Musk Deer—Wong Keng

Hare—To Chai

Partridge—Che Khoo

Pheasant—Shan Kai

Pigeons, Canton—Pak Kup

"Hoihow—Hoihow Pak Kup

Quail—Um-Ghen

Rice Birds—Wo Fa Cheuk

Snipe—Sa Chui

Turkeys, Cock—Fo Kai Kung

"Hen

Wild Ducks, Shanghai, Sul-ap

Teal, Shanghai, Sul Ap Chai

Wild Ducks Canton—Sang Shing Sui

"Ap

FISH.

Barbel—Ka Yu

Bream—Bia Yu

Canton Fresh Water Fish—Hoi Sin Yu

Carp—Li Yu

Catfish—Chik Yu

Codfish—Mun Yu

Crabs—Hal

Cuttle Fish—Muk Yu

Dab—Sa Wang Yu

Dace—Wong Mei Lun

Dog Fish—Til Yu Sa

Kale, Conger—Hal Man Yu

Mullet—Chai Yu

Oysters—Sang Hoo

Parrotfish—Kai Kung Yu

Perch—Tau Loo

Pike—Fa Pau Pong

Plaice—Pan Yu

Pomfret, Black—Hak Chong

Pomfret, White—Pak Chong

Prawns—Ming Ha

Ray—Pal Pa Sa

Rock Fish—Sak Kan Kung

Roach—Chun Yu

Salmou (Glen), fresh water—Mei Yu

Dents.

Shark—Sa Yu

Skate—Po Yu

Shrimps—Ha

Snapper—Lap Yu

Soles—Tat Sa Yu

Tench—Wan Yu

Turbot—Cho Hoi Yu

Turtles, small, fresh water—Keok Yu

White Bait—Ngau Yu Chai

FRUITS.

Almond—Hung Yau

Apples, (California)—Kam San Ping

" (Chefoo)—Tin Chuan Ping

"KO

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOOKIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000	\$2,006,214	Final of £2 and bonus of 5/- for 1908 @ ex 1/8 = \$16.024	5 1/2 %	\$240 sales London £89 1/2
National Bank of China, Limited	99,925	£7	£6	\$1,400,000 \$1,400,000 \$1,400,000	\$10,223	\$2 (London 3/6) for 1903	...	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$1,500,000 \$1,500,000	none	\$14 for 1907	7 1/2 %	\$187 1/2 sales
North China Insurance Company, Limited	10,000	£15	£1	Tls. 150,000 Tls. 300,747 Tls. 118,477	Tls. 160,511	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 105
Union Insurance Society of Canton, Limited	18,400	\$250	\$100	\$1,000,000 \$1,000,000 \$1,000,000	\$2,464,931	Final of \$17 making \$47 for 1907 and interim of \$30 for 1908	6 %	\$780 ex div. b.
Yangtze Insurance Association, Limited	18,000	\$100	\$60	\$1,000,000 \$1,000,000 \$1,000,000	\$707,637	\$12 and bonus \$3 for 1907	7 1/2 %	\$202 1/2 ex div. b.
FIRE INSURANCES.								
China Fire Insurance Company, Limited	10,000	\$100	\$30	\$1,000,000 \$1,000,000 \$1,000,000	\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$105 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,000,000 \$1,000,000 \$1,000,000	\$568,711	\$27 for 1907	8 1/2 %	\$335 sellers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$264,638 \$264,638	\$1,085	\$1 for 1906	...	\$13 sellers
Douglas Steamship Company, Limited	30,000	\$50	\$50	\$1,000,000 \$1,000,000 \$1,000,000	NIL	24 for year ending 30.6.1908	7 1/2 %	\$36 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$607,500 \$607,500 \$607,500	\$20,379	Final of 1 1/2 making \$2 1/2 for 1908	8 1/2 %	\$30 1/2 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$10,000 \$10,000 \$10,000	£13,755	{ 6/- for 1907 on Preference shares only @ ex 1/9 11/16 = \$3.154	4 1/2 %	{ \$48 buyers \$26 buyers
Shanghai Tag and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 \$730,000 \$730,000	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	{ 7 1/2 % 7 %	{ Tls. 51 sales Tls. 53 sales
"Shell" Transport and Trading Company, Limited	100,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£6,817	Second interim of 1/- for a/c 1908	...	\$71 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000 \$10,000	\$98	{ \$1.00 for year ending 10.4.1908 \$3.50	{ 4 1/2 % 3 1/2 %	{ \$24 buyers \$15
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 15,000 \$15,000 \$15,000	Tls. 2,215	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$1,000,000 \$1,000,000 \$1,000,000	Dr. \$5,818	\$5 for year ending 31.12.08	3 1/2 %	\$137 1/2
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$13,533	\$3 for 1897	...	\$16
Perak Sugar Refining Company, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 9,473	Tls. 3 1/2 for year ending 31.8.08	...	Tls. 132 1/2
MINING.								
Chinese Engine and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000	£11,556	Final of 1/6 (coupon No. 11) for year ending 29.2.08	7 %	Tls. 18 sales
Robt Australian Gold Mining Company, Limited	150,000	£1	£1	\$1,500,000 \$1,500,000 \$1,500,000	Dr. £4,191	No. 12 of 1/- = 48 cents	...	\$8 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$45,000 \$45,000 \$45,000	Dr. \$7,421	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$3,000,000 \$3,000,000 \$3,000,000	\$20,102	Final of \$1 1/2 making \$3 1/2 for 1907	...	\$51 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000 \$2,500,000 \$2,500,000	\$38,078	Final of \$4 making \$8 for 1908	10 %	\$79 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000 \$5,570,000 \$5,570,000	Tls. 33,743	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	5 1/2 %	Tls. 80 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000 \$3,600,000 \$3,600,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	6 %	Tls. 166 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 \$2,500,000 \$2,500,000	Tls. 4,134	Tls. 6 for year ending 29.4.09	6 %	Tls. 100 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$750,000 \$750,000 \$750,000	Dr. 4,220	\$2 1/2 for year ending 30.6.07	...	\$202 buyers
Central Stores, Limited	50,000	\$15	\$15	\$750,000 \$750,000 \$750,000	\$24,611	\$1.20 on old and 60 cents on first new issue	...	\$184 sales
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000	\$95	Final of \$3 making \$6 for 1908	7 1/2 %	\$85 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000	\$16,475	Final of \$3 1/2 making \$7 for 1908	7 %	\$97 1/2 buyers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000	\$5,486	60 cents for 1908	7 %	\$81 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000	\$278	\$1 1/2 for 1908	5 %	\$30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 \$3,900,000 \$3,900,000	Tls. 144,404	Final of Tls. 3 and bonus of Tls. 2 making Tls. 8 for 1908	7 %	Tls. 117 buyers
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000	\$1,958	Final of \$2 making \$4 for 1908	9 %	\$44
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 \$750,000 \$750,000	Tls. 8,880	Tls. 5 for year ending 31.10.1908	4 1/2 %	Tls. 121 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$9,552	50 cents for year ending 31.7.08	5 1/2 %	\$9 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 \$750,000 \$750,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 92
Laon-kong-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 \$800,000 \$800,000	Tls. 4,829	Tls. 4 for 1908	...	Tls. 111 sellers
Soy Ghee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 \$200,000 \$200,000	Tls. 15,911	Tls. 50 for 1906	...	Tls. 410
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,032,480 \$1,032,480 \$1,032,480	£648	1/101 per share for 1907 = 1.037	10 %	\$104 sales
China-Borneo Company, Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000	NIL	50 cents for 1908	10 1/2 %	\$11.30 sales
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$11,138	50 cents for year ending 28.2.06	...	\$5
China Do. Do. special shares	15,000	\$10	\$10	\$150,000 \$150,000 \$150,000	\$1,138	80 cents for 1908	8 1/2 %	\$9 1/2 sales
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000	\$3,407	\$1.30 for year ending 31.7.08	5 1/2 %	\$16 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000	\$48	Final of 50 cents making 90 cents for 1908	10 1/2 %	\$8.80 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$4,000,000 \$4,000,000 \$4,000,000	\$3,756	75 cents for 9 months ending 31.12.07	8 %	\$12
H. Price & Company, Limited	12,000	\$10	\$10	\$120,000 \$120,000 \$120,000	\$251	\$2 for year ending 28.2.05	8 1/2 %	\$23 buyers
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000 \$420,000 \$420,000	\$8,957	\$1 and bonus 20 cts. for year ending 29.2.09	6 1/2 %	\$18 1/2 ex div. b.
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$5,195	Final of \$15 per share making \$19 for 1908	12 1/2 %	\$55 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000	\$7,616	Final of \$1 per share making \$1 for 1908	8 1/2 %	\$24
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000	\$6,790	1st Quarterly div. of Tls. 1 1/2 for account 1909	4 1/2 %	Tls. 1040 b.
Maatschappij tot Mijn- en Landbouwexploitatie in Langkat, Limited	15,000	Gs. 100	Gs. 100	Tls. 150,000 \$150,000 \$150,000	Tls. 116,682	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	6 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000	\$7,471	None	6 %	\$2
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	Pa. 18,640	None	4 %	\$8
Philippine Company, Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000	...	None	6 1/2 %	Tls. 115 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 \$1,200,000 \$1,200,000	Tls. 6,603	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 131 1/2 b.
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 \$600,000 \$600,000	Tls. 5,250	Final of 3/- making 4/- for 1908	...	Tls. 415
Shanghai Waterworks Company, Limited	16,510	£20	£20	\$3,302,000 \$3,302,000 \$3,302,000	Tls. 33,038	None	...	\$24
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000	Dr. \$56,602	40 cents for year ending 31.5.08	7 1/2 %	\$5
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000 \$100,000 \$100,000	Dr. \$56	Tls. 6 1/2 for year ending 30.4.07	5 %	Tls. 94 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 \$200,000 \$200,000	Tls. 201	60 cents for year ending 31.12.04	...	\$13 buyers
Uglen Waterboat Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000	\$1,722	80 cents on 9,000 old shares and \$19.50 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$10 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000 \$100,000 \$100,000	\$1,360	Interim of 30 cts. a/c 1908	6 1/2 %	\$9 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000	\$6,438	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$24 buyers
William Powell, Limited	45,000	\$7	\$7	\$315,000 \$315,000 \$315,000	\$3.95	...	...	...

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE :-

Hongkong Electric Company, Limited \$1.20 April 24th

Intimation.

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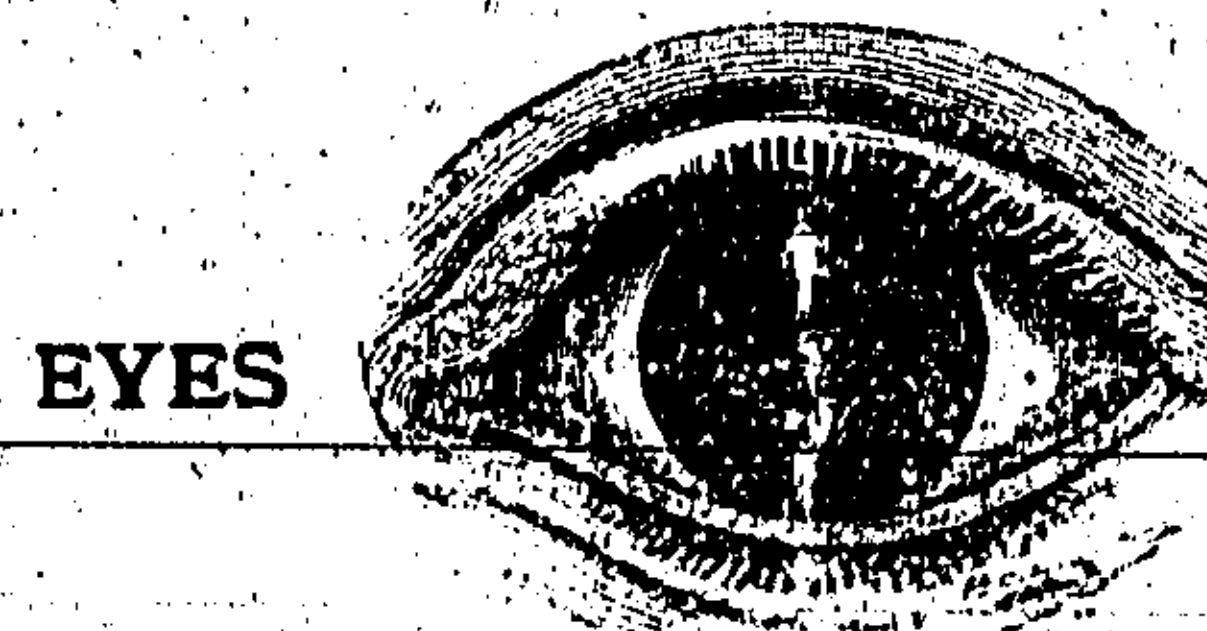
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